

# Miller & Rhoads

## Traveling and Vacation Suits at About Half Price.

All this Season's Garments.

### An Unequalled Offer of High-Class Suits

Serges, Brilliantines, Panamas, Voiles and Taffetas. You need a garment of this kind for traveling or to wear in the mountains or at the seashore. Good line of sizes. Slight changes for any needed alterations.

Cream White Serge Suits, pony jacket, style lined with taffeta; were \$22.50, now

**\$11.75**

Panama Suits, in navy blue and black, and Honespuns in light color mixtures; were \$18.00 to \$17.50, now

**\$7.75**

Cream White Serge Suits, pony and box coat styles; were \$16 each, now

**\$7.75**

Brilliantine Suits, Eton style, in black, blue and gray; were \$12 each, now

**\$7.75**

Cream White Serge and Voile Suits; were \$27 and \$32.50, now

**\$16.50**

Taffeta Silk Suits, in Alice blue, rosea green light gray and black; were \$12.50 to \$17.50, now

**\$9.75**

## OLD QUESTIONS COME UP AGAIN

Lawyers Wrangle Over Methods of Railroad Accounting Before Corporation Commission.

### MR. COXE STILL ON THE STAND

Mr. Braxton Has Him on Cross-Examination, but May Finish With Him To-Day.

Another long, weary day of two sessions was had yesterday in the Corporation Commission freight rate matter, and at the end of the latter, the body adjourned until 11 o'clock this morning.

Comptroller J. W. Cox, of the Norfolk and Western, was on the stand all day, and was in the hands of both his counsel and the State.

He completed his testimony in chief at 12 o'clock noon, and was then taken in charge by Mr. Braxton on cross-examination.

Mr. Cox may get through to-day, and then Traffic Manager Devant, of the same road, will go on the stand.

Messrs. Braxton and Cox had their "controversy" yesterday, and it came over an old question, hitherto fully discussed in the pending case of Messrs. Braxton and Thom.

Mr. Braxton served notice, as he had done in the case of the Southern, that at the proper time he would contend that it was improper to charge to operating expenses any cost for improvements and betterments, but that this should be paid out of the profits of the stockholders.

This view was strongly combated by Mr. Cox, and the argument consumed nearly an hour.

The commission resumed the hearing promptly at 11 o'clock, and Mr. Cox again took the stand.

Asked as to the mileage made by trains and tonnage hauled during the fiscal year of 1905, the witness answered: "The average tonnage over the entire system was 255 miles. The average in Virginia for the same period was 231 miles. The average tonnage over the entire system was 532 tons."

**Road's Organization.**

Mr. Cox was now questioned at length concerning the organization of the Norfolk and Western Railway, and he went into detail as to the properties acquired, and the obligations assumed by the new road in 1854. The concern, before this reorganization, was known as the Norfolk and Western Railroad Company. It is now the Norfolk and Western Railway Company.

The financial affairs of the company were here gone into at some length, and witness explained what classes and amounts of bonds had been issued since 1854.

In answer to questions by Mr. Cox, witness gave the following figures: Net income, 1897, \$2,120,805.97; interest paid on funded debt, \$1,645,146.41; amount left for distribution, \$475,659.56.

In answer to a question as to what had been the dividends paid by the company since its organization, the witness replied in detail, showing that the semi-annual dividends on both classes had ranged from one to two per cent.

It was 12 o'clock when Mr. Cox took the stand, and he was asked by Mr. Braxton to conduct the cross-examination of the witness, and first asked him to file copies of all his annual reports in evidence, which he said, he would do later.

"What amount did you charge to 'improvements to persons' for the fiscal year ended June 30, 1905, for your entire system?"

"The amount so charged was \$116,000."

With a copy of the company's last annual report before him, Mr. Braxton asked the witness a great many questions, and showed much interest as to the charges made to this and that account during this year and others.

**Their First Brush.**

Messrs. Braxton and Cox had their "first brush" shortly after the former took the witness, and they discussed at some length the methods of which they respectively thought the accounts of railroads should be kept.

changes for betterments, and for acquiring new property, shall be considered in ascertaining the profits of the company.

Mr. Cox followed, and he said in his view, few, if any, of the questions referred to by his friend, would ever arise in this case. He took the ground that any charge for business authorized by the charter of the company was a proper expense of the company, and that the expenses of the company, he had referred to the item for Pocahontas coal bonds, to which objection had been made by Mr. Braxton, the latter taking the ground that the company had as much right to charge the expenses of a mercantile business against the operating expenses of the road as it had to charge this course with reference to a coal mine.

**Were Far Apart.**

Mr. Cox took the opposite view from Mr. Braxton on all these questions, and the discussion was along the same lines followed in a like disagreement over the same propositions between Messrs. Braxton and Thom, when the affairs of the Southern Railway were being inquired into.

Mr. Braxton, spoke again, and at some length, said, he did not, in any way, intend to quarrel with the witness, but the Pocahontas coal bonds, but this did not convert the mining company into a public service corporation, and the sum should not be charged against the operating expenses of the railroad company.

Mr. Cox proceeded with the cross-examination of the witness, with Mr. Braxton's consent, and asked him some questions with reference to the various items so voluminously discussed a little while before by the lawyers.

The commission at 2 o'clock took a recess until 3:30 p. m.

When the session resumed, Mr. Braxton proceeded with the cross-examination of the witness.

The latter said, so far as he recalled, he had no such thing as milling-in-transit arrangements on his road.

He declared he kept no separate accounts with reference to intrastate and interstate business. He kept one general switching account, and he thought the business amounted to about \$65,000 for the year ended June 30, 1905. He thought the storage business was about \$10,000 for the same period.

"What business connection, you say, had the Pocahontas Coal Mining Company?" asked Mr. Braxton.

Witness said his company had acquired 1,995 shares in the Pocahontas Coal Company, but that the concern had gone out of business. It was a mercantile company, but had not been for ten years.

**Owned No Mines.**

His company was purely a transporter of coal, and not an operator or owner of mines.

The Norfolk and Western, he continued, guaranteed the interest on a portion of the bonds of the Pocahontas Coal and Coke Company, and this was done to encourage the movement of coal, which was a large item of transportation with the railroad company.

Mr. Braxton came to the question of terminals, and asked if the Lambert's Point terminals were owned and operated by the Norfolk and Western. The reply was in the affirmative.

He admitted that only a small percentage of the tonnage hauled through the Lambert's Point terminals was intrastate business, though he would not say it was negligible.

"Will you furnish me later, if you cannot do so now, the total tonnage of intrastate Virginia business, which passes through your Lambert's Point terminals during the year ended June 30, 1905?"

"I will."

The commission at 5:30 o'clock adjourned until 11 o'clock this morning, with Mr. Cox still upon the stand.

### PREPARED FOR FIREMEN.

**Executive Committee of Local Firemen Hold Meeting.**

The Executive Committee having charge of entertaining the visiting firemen on the occasion of the convention of the Virginia State Firemen's Association here August 23-24, last night at the City Hotel. The committee for soliciting funds reported that some citizens have responded liberally to the call for contributions, and that the committee will be able to give a very good dinner.

A general outline of a programme was discussed by the committee, and it was taken. The Richmond Fire Department will have its inspection during the progress of the convention for the benefit of the firemen.

North Carolina, West Virginia, Maryland and Pennsylvania will send many visitors, and they will come from most of the cities and towns of Virginia, and will be given a royal welcome.

**Academy of Medicine Meets.**

Many doctors attended the meeting of the Richmond Academy of Medicine and Surgery last night, and there were two important subjects discussed: that of lingual tonsils by Dr. Davidson, and of the ophthalmoscope in the diagnosis of brain lesions by Dr. Dunn. Both papers were listened to with much interest, and both were ably discussed.

**Sunday School Union.**

The meeting of the Sunday-School Union, which was to have been held last night, was postponed owing to the absence of Mr. J. E. Magill, of the Presbyterian Publication Committee, who had been expected to deliver a paper on the subject of Sunday-School Union.

The meeting will be held next Tuesday night in the Central Y. M. C. A. building.

**At the Hotels.**

At the Jefferson Hotel last night were registered Judge Galt, of West Virginia; Mr. Charles B. Corwell, of New Orleans, La.; and Mr. W. H. Erskin, of Portsmouth, Mrs. T. W. Wright and daughter, of Portsmouth, Va.; Mr. F. E. Boyter, of Norfolk; Mr. T. F. Jones, of Norfolk; Mr. Walter H. Robinson, of Farmville; and Mr. F. B. Bailey, of Orange, Va.

## MR. LAWRENCE TO GO TO DENVER

Past Exalted Ruler of Richmond Lodge of Elks Will Be Their Representative.

### ACCOMPANIED BY FRIENDS

Virginia Delegation Will Fight for Baltimore as Convention City.

Mr. M. Wiley Lawrence, who will represent the Richmond Lodge of Elks at Denver July 16th-20th, will leave tomorrow. This will be one of the most important meetings in the history of the order. There will be a gathering of 1,500 representatives, who have their expenses paid with a total vote in the Grand Lodge of 12,000, which is said to be an entirely too large and unwieldy body.

At this meeting a plan will be promulgated to reduce the membership of the Grand Lodge, and also there will be a proposition of a new ritual, in which the Grand Lodge has offered a bonus of \$1,000 for the best ritual offered.

Representative Lawrence will be accompanied by Secretary T. R. A. Burke, and by friends, including Mr. J. H. Ingram, W. C. Armage, Moses Ross, Theodore Strauss. The Grand Lodge will be in session six days, with the following programme:

Sunday, July 15th—Reception to Grand Lodge officers and members and carriage ride about the city from 4 to 7 p. m. Grand band concert, City Park, 8 p. m.

Monday, July 16th—10 A. M. Will West Show at Denver University Park; free admission for all Elks and their ladies who have registered and received their credentials. Reception at St. Andrew's Episcopal Church, 10 A. M. Automobile ride about the city for all ladies who have their credentials. Reception at St. Andrew's Episcopal Church, 10 A. M. Automobile ride about the city for all ladies who have their credentials. Reception at St. Andrew's Episcopal Church, 10 A. M. Automobile ride about the city for all ladies who have their credentials.

Tuesday, July 17th—10 A. M. to 12 midnight: Entertainment, Elitch's Garden; free to all Elks and their ladies who have their credentials. 10 A. M. Band concert, City Park, 10 A. M. Automobile ride about the city for all ladies who have their credentials. Reception at St. Andrew's Episcopal Church, 10 A. M. Automobile ride about the city for all ladies who have their credentials.

Wednesday, July 18th—9 A. M. to 12 midnight: Entertainment, Elitch's Garden; free to all Elks and their ladies who have their credentials. 10 A. M. Band concert, City Park, 10 A. M. Automobile ride about the city for all ladies who have their credentials. Reception at St. Andrew's Episcopal Church, 10 A. M. Automobile ride about the city for all ladies who have their credentials.

Thursday, July 19th—9 A. M. to 12 midnight: Entertainment, Elitch's Garden; free to all Elks and their ladies who have their credentials. 10 A. M. Band concert, City Park, 10 A. M. Automobile ride about the city for all ladies who have their credentials. Reception at St. Andrew's Episcopal Church, 10 A. M. Automobile ride about the city for all ladies who have their credentials.

Friday, July 20th—Excursions over all railroad lines, and a visit to the mines. There will be other amusements, arrangements for which have not yet been completed.

**Have Good Reasons.**

The Richmond delegates and his associates will work for Baltimore as the site of the convention in 1907, and will be aided by other delegates from Virginia to this end.

The Virginia delegates with the convention in Baltimore, naturally, because of the distance from the two cities, but as well, to get the delegates and visitors to come to the Jamestown Exposition, and incidentally, to Richmond, during the session of the convention.

The Richmond delegates, with his Virginia colleagues, will, for these fraternal and patriotic reasons, work hard for Baltimore.

**CAROLINIANS IN TOWN.**

**Large Company of Excursionists Visit Richmond to See Sights.**

About three hundred excursionists from the Old North State visited Richmond yesterday, and eyes that were wont to behold the whiteness of the cotton boll in bloom, and noses that were wont to be assailed by the scent of hay and the fragrant weed were beholding the sights of the city and smelling its pervading smells.

The excursion arrived in the city at 4 o'clock yesterday afternoon, and will leave at 6 o'clock this afternoon back to their homes way down in old Carolina. There was much talk to be heard yesterday of the excursionists, and they put off their real visiting till to-day, when they will be seen roaming the town in every direction.

One of the North Carolinians was interviewed last night and asked how he liked the town.

"It's very nice," he replied deliberately. "It's the prettiest town I ever saw."

**Mr. Kennedy Returns.**

State Librarian John J. Kennedy has returned from Narragansett Pier, where he attended the session of the American Library Association.

The meeting is to be held in Asheville, N. C., and also a post conference week at Jamestown, Va. Mr. Kennedy, "We expect to see an equal number of delegates."

The National Association of State Librarians is lending its energy to reviving interest in the several libraries where over the years has been a lack of interest, and the libraries have become to considerable extent useless. The first work will be done in the South, there being several valuable libraries that will be of great benefit to the public. I am glad to say that we are receiving much encouragement from those who are interested in the subject of opening the libraries.

**Labor Officers Elected.**

The regular monthly meeting of the Central Trades and Labor Council was held last night, and the following officers were elected: President, Mr. A. H. Tyson; Vice-President, Mr. J. M. Metz; Recording and Corresponding Secretary, Mr. J. J. Powell; Financial Secretary, Mr. Joseph Portch; Treasurer, Mr. W. J. Taylor; Sergeant-at-Arms, Mr. John Smith.

**Summer Rest Now Open.**

The Summer Rest could not be opened at the usual time because of the difficulty in securing ice for the season. This difficulty has, however, been overcome, and the Rest is now open to self-supporting women of Richmond, Manchester and Petersburg for the season of 1906.

## NEWS GATHERED FROM SOUTHSIDE

Dr. Thomas N. Garnett, / Aged Physician, Died Early in Afternoon.

### STRICKEN WITH PARALYSIS

July Term of the Corporation Court Will Commence on Monday Morning.

Manchester Bureau, Times-Dispatch. No. 112 Hull Street.

Dr. Thomas Nathaniel Garnett, eighty-two years of age, one of the oldest residents in Manchester, died yesterday afternoon at 5:15 o'clock. Paralysis was the cause of death. He was stricken Sunday afternoon as he was entering his home, No. 1616 Hull Street, and all day yesterday was unconscious. Drs. Ingram and Rucker worked on him through the day, but medical skill was of no avail.

Dr. Garnett is survived by his wife and one daughter, Miss Mildred Garnett, Mrs. Hay Garnett, widow of the only son of the deceased, survives with three children.

Eighteen years ago Dr. Garnett moved to Manchester, and since that time had practiced his profession. During the past few months he had attended many patients, but was active, and was always doing something. He went for a drive Sunday afternoon, and when he returned to his home, sent his horse to the stable by a negro employee. He started to enter his home, and as he swung open the gate he was stricken with paralysis, and fell to the sidewalk and was taken into his home. Physicians were at once summoned, and they worked on him for several hours before he regained consciousness. About 11 o'clock he was conscious and fully realized his condition. He told those around him that he could not remember and that he had but a few more hours to live.

Yesterday morning he was very much worse, his entire left side being paralyzed, and the end was momentarily expected. At 5:15 o'clock in the afternoon he passed peacefully away. Only the immediate members of the family were at the bedside.

Dr. Garnett was born in 1824 in Buckingham county, where he lived for many years. He there married Miss Laura A. Powers in April of 1850. Eighteen years ago he came to Manchester, where his son, Mr. Hay Garnett, who for years was Commonwealth's Attorney of the city, was collected.

After the death of his son from pneumonia, Dr. Garnett was never the same man. He appeared to decline in health rapidly afterwards and for the past several years had practically abandoned his practice.

The funeral will take place this afternoon at 5 o'clock from the Macedonia Baptist Church, conducted by the Rev. Benjamin Dennis. Interment will be made in Maury Cemetery.

**Corporation Court.**

The July Term of the Corporation Court will be convened Monday morning. The following will compose the grand jury: Messrs. W. O. Randle, J. R. Green, W. D. Anderson, George E. Gary, George A. Carr, James B. Clifton, M. A. Campbell, R. C. Broadbent, J. M. Graves, Stephen W. Love, and George E. Gary.

The grand jury for the petty jury is composed of Messrs. L. B. Franklin, John W. Westcott, W. H. Nelson, Henry J. Schwarz, P. L. Clary, W. T. Lewis, B. O. Nunnally, B. V. Vaden and H. P. Vaden.

The criminal docket includes the following cases: Joe Wells, charged with attempted murder; assault upon Mrs. E. Jackson, colored; George L. Blankenship, W. H. Bethel, Alvin or James Nunnally and Floyd Robertson, charged with breaking, entering and stealing from a car of the Southern Railway; Robert Hobson, colored, charged with entering and stealing from the home of Robert Montague, colored; David Robinson, colored, shooting Topsy Jones, colored; James Mason, colored, stealing \$4.50 from Mrs. Marion Ferguson, and W. J. Dobbin, charged with waylaying and assaulting W. E. Granger.

**Now in Washington.**

Miss Lucille O'Brien, daughter of Capt. John O'Brien, of Cowardin Avenue, who left Baltimore in June to attend the wedding of her cousin, Miss Anna Lynch, to Mr. William H. Clockey, of New York, extended her visit to New York, and is now with her friends in Washington, D. C. She will return home the latter part of this month.

**Personals and Briefs.**

Miss Margaret Braswell, of North Carolina, who has been visiting at Aunt, Mrs. L. B. Cheatham, of Oak Grove, has returned to her home, accompanied by her cousin, Miss Bessie Cheatham, who will remain for several weeks.

Motorman J. F. Rogers, of the Manchester car line, was taken to the Virginia Hospital yesterday for an operation. Ray, J. K. Joliffe, of Central Methodist Church, and Rev. J. T. Routon, of West End Methodist Church, with Mr. M. A. Campbell, left yesterday for Bon Air to attend the Methodist District Conference.

The Manchester Aerie of Eagles met last night and transacted many important matters. A moonlight excursion down the James is soon to be run under the auspices of this Aerie.

Joseph Plangner was fined \$2.50 by Mayor Maurice yesterday morning on the charge of being drunk.

Miss Ethel Belcher has returned to her home on Tenth Street, after a visit to Mr. and Mrs. O. B. Parham, of Danville, visiting Mr. and Mrs. Queensberry, of Swansboro.

Miss Lydia Cheatham will leave this morning for West Point to spend several weeks with her sister, Mrs. Hudson.

**MESSLER KILLED.**

This is Man Who Fell Down Flight of Steps.

Coroner W. J. Taylor yesterday learned that the name of the white man who fell down a flight of steps on Seventeenth Street and killed himself Monday night was John A. Messler.

The body is now at McDonough's undertaking establishment and will be buried this afternoon.

It was also learned that the dead man had a sister in the city, but the coroner has not been able to learn her name.

**AUTO ACCIDENT.**

Has No Serious Consequences, Though Mr. Cutchins at Home.

None of the persons who met with an accident in the overturning of Mr. D. O. Cutchins' automobile Monday night suffered any serious consequences. The only one who was hurt or less bruised and shaken, Mr. John Cutchins was the most injured, and he was confined to his bed yesterday, though there is nothing to indicate that he suffered anything worse than a bruise and general shaking up. He will probably be out to-day.

## GOOD SOLDIER CROSSES RIVER

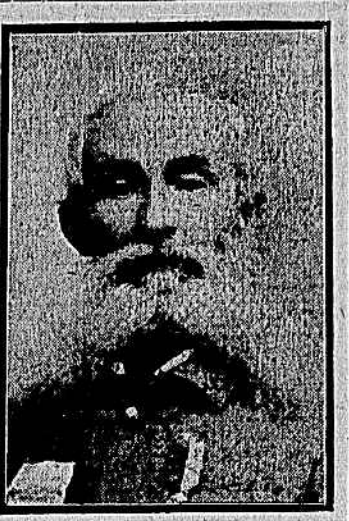
Captain B. M. Parham, of the Old Guard, Rests Beneath the Shade of the Trees.

### PROMINENT BUSINESS MAN

Also, Later Sergeant-Major in Lee Camp, to Which He Was Much Devoted.

Captain Benjamin Massenburg Parham, one of the members of the Governor's Mounted Guard during the war between the States, died yesterday morning in the Virginia Hospital, after a brief illness. Captain Parham was eighty years of age, and had spent most of his life in Richmond, where he has long been known as at one time a well-known business man.

Captain Parham was born in Sussex county July 17, 1828. He lived in Petersburg in his younger days, and later



CAPTAIN B. M. PARHAM.

came to Richmond, where he engaged in business as a partner in the firm of Nash & Woodhouse, and in the firm of Beckwith, Woodhouse & Parham, bookbinders. He occupied several retired positions of like nature, but, having retired from business years ago, was at the time of his death sergeant-major in Lee Camp, of Confederate Veterans, in which he took much interest and to which he was greatly devoted up to the time of his death.

**Captain of Cavalry.**

Captain Parham served through the whole of the Civil War as a captain in the cavalry branch of the army, and his brothers and sisters having died, most of them some years before his death. In his passing away, the old South has lost one more of her sons, and his death adds to the list of those whose rapid decrease is dwindling the number of the veterans of the Civil War.

Captain Parham is survived by his nephews—B. P. P. and J. E. Boisseau, A. B. and C. L. Petticoat, Jr., D. J. and E. T. Farham—and by his nieces—Misses Elsie and Edie Petticoat, Mrs. W. C. Boggs, of Blackstone, Va., and Miss Mary Parham.

Captain Parham was a prominent member of the Second Presbyterian Church. He was never married.

The funeral services have not yet been arranged, but the following detail from Lee Camp has been delegated to attend the services: John N. Gordon, James C. Gray, George E. Deady, George W. Stora, C. Gray, John B. Lightfoot and Lieutenant-Commander Cateby Jones.

**BOARD IS FOR A BIG HIGH SCHOOL**

(Continued from First Page.)

not through the ordinance widening Franklin Street between Allison and Cedar Streets.

The Board has some difficulties in transacting business, and of money, as involving the expense of the twenty-one members of the board.

The Board concurred in a large number of ordinances relating to improvements, the privileges of which were asked by private individuals and corporations.

**After Corporations.**

Mr. Minor advocated the resolution requiring the Richmond, Fredericksburg and Potomac and Petersburg Connecting Company to change the line of its supporting tracks, at Sixth and Byrd Streets.

This caused Mr. Allen to pour some hot shot into the Richmond, Fredericksburg and Potomac. He had formerly offered a resolution requiring the company to remove all its spur tracks from Broad Street.

"I will go out of the Council," he said, "before any action will be taken. The railroad is glad of it, and perhaps some of the members are, but I say that some of the best residences of this city are being absolutely ruined by this nuisance."

"So far as I am concerned, I own not a foot of ground on Broad Street, and I cleared it all out, and now, for the last time, I am speaking to you now, for the last time, as a representative of the city, but I am not to say that corporations should not be allowed to involve the interests of the municipality out of which they make their living."

"The danger and inconvenience of these spur tracks are intolerable, and they should be removed. School Board for so about it, but I am sure something should be done, and I wish my views to be known."

The resolution was adopted—aye, 14; nays, 1. Mr. Allen voting in the negative.

**State Fair Matter.**

The amended ordinance relating to the State fair was read. It has already gone through the lower branch. The Board concurred—aye, 14; nays, 1. Mr. Mann voting in the negative.

The Board concurred in the resolution to accept Mr. John P. Branch's offer to establish free baths for the city.

The resolution directing the City Attorney to acquire the southern half of the block between Marshall and Clay, and the lower branch of the new high school was debated briefly. Mr. Allen criticized the northern half as a site, and he said it was a question of sticking a high school building down among a lot of stables.